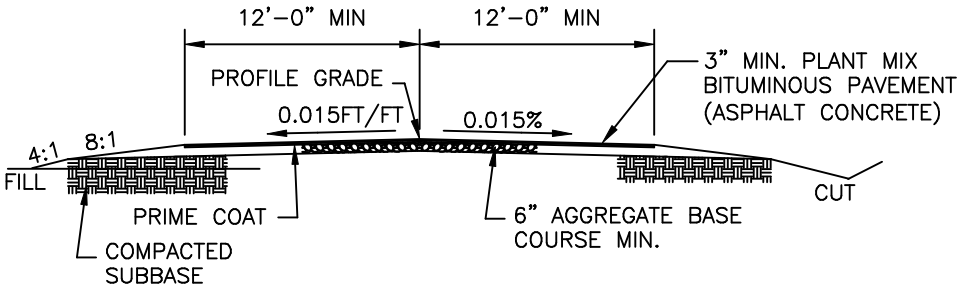

TYPICAL ROAD SECTION

SCALE: NONE

NOTES

1. SLOPES ARE HORIZONTAL TO VERTICAL
2. DO NOT EXCEED A SUPERELEVATION OF 4 %

GRAVEL EQUIVALENT METHOD OF PAVEMENT DESIGN *

GE (GRAVEL EQUIVALENT) INCHES REQUIRED = 0.0032(TI)(100–R)(12)

TI = TRAFFIC INDEX (SEE TABLE)

R = R–VALUE, RESISTANCE OF SOIL (PER LAB TEST USING HVEEM STABILOMETER METHOD)

TO FIND COMBINED FINISHED PAVEMENT SECTION:

G.E. PROVIDED = SUM OF THICKNESS OF EACH LAYER OF PAVING MATERIAL AND BASE (SEE TABLE) MULTIPLIED BY ITS G.E. FACTOR.

* OTHER APPROVED METHODS OF DESIGN MAY BE USED. DESIGN ALL ROADWAYS TO HS20 LOADING

GRAVEL EQUIVALENT FACTOR

TYPE OF MATERIAL	G.E.
ASPHALT CONCRETE (A.C.)	2.0
CEMENT–TREADED BASE	1.5
LIME–TREADED BASE	1.2
CRUSHED AGGREGATE BASE (CAB)	1.1
SELECT BASE COURSE (OTHER THAN CAB)	1.0

TRAFFIC INDEX

TYPE OF MATERIAL	T.I.
LOCAL RESIDENTIAL STREETS/PARKING	4.5
RESIDENTIAL COLLECTORS WITHIN TECHNICAL AREAS	5.5
COMMERCIAL ALLEYS AND PRIMARY COLLECTORS W/ LARGE NUMBERS OF TRUCKS AT LOW SPEED	6
ARTERIALS	6–9

NO.	DATE	CLASS REV	REVISIONS	APP

FACILITY ENGINEERING MANUAL

ROADS AND PARKING

TYPICAL ROAD SECTION

APPROVED: DISCIPLINE POC	DATE:
E. HOTH	6–28–99

Los Alamos — Los Alamos National Laboratory, Los Alamos, New Mexico 87545 — 1 OF 1

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